

Dear Paul

The story of our family and involvement with Airflow is interesting. In 1935 (I was 15 years old then) I talked my father into the purchase of 2 used Airflows, a 1934 Desoto 4-door and a 1934 Chrysler 4-door. The following year 1935 models became available on the used market and we traded the 1934-s for a 1935 C1 and 1935 C2. Soon thereafter my brother learned to drive and we acquired another used 1935 C2.

We kept the three 1935 models 2 years and gradually replaced them with 1937 Airflow Imperials. By this time we had moved to the country and the need for 4 cars became acute so my father bought one of the 2 last new 1937 models left. This was the only new Airflow our family ever owned and at 18 years old it was a thrill for me to be given the privilege to drive it home.

The total of all cars described above is 9 which is quite a list for just one family of 4. An Airflow then that was only one or two years old was a real bargain on a used car lot because of non acceptance by the public thus the cost of owning a small fleet of used ones was comparatively inexpensive. We kept the four 1937 models until 1942 when we finally traded into 1940, 1941 and 1942 Chryslers. Many times I wished that I had moth-balled my 1937 but being only 22 then it was out of the question. I needed every penny as a young bridegroom in those days.

So now I have the 10th one in the family and am having a ball restoring it. My current car is not one of the original ones owned by my family. We never owned a 1935 that was painted a dark grey-green metallic.

I still have an original axle jack, hand tools including the chrome "T" handle socket used to remove the rear fender pants. These items will be put into the trunk and like new. I also have an original owners manual (not shop manual), original dealer's literature, and a spare electric clock for the 1937 model. If someone in the club wants

to trade something I need for my 1935, they can have the clock which is in new condition.



PLZ







